The A. F. of L. Weekly News Letter contains a brief statement of important matters affecting labor, occurring in the industrial, legislative, and judicial fields, and such other information that will benefit the trade union movement.

AMERICAN FEDERATIONIST OF LABOR

WEEKLY NEWS LETTER

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AGITATE! EDUCATE! ORGANIZE!

VOL. 6. NO. 46. WASHINGTON, D. C. SATURDAY, FEBRUARY 10, 1917. WHOLE NO. 306.

"CAN'T-STRIKE" LAW OFFERED IN NEW FORM

Washington, Feb. 10.—Congressman Adamson, evidently abandoning his effort to secure the passage of a law that specifically prohibits strikes, and now favors another plan that could accomplish the same result.

His latest proposal, reported favorably by the house committee on interstate commerce, provides that where a dispute cannot be settled by the federal board of mediation and conciliation, the president shall add to the board two employers and two employes, to whom the controversy shall be referred. This board shall report its findings and recommendations to the president within three months and the latter shall publish same. There is no provision against employes striking during this investigation.

Congressman Adamson's first proposal prohibited strikes only during the investigation of the dispute, but this latest plan is full of possibilities to end strike on initiation for all time.

It provides that any one "who shall knowingly and willfully obstruct or retard, or aid in obstructing or retarding" the passage of the United States mail, or interstate or foreign commerce, shall be fined not exceeding $5,000 or imprisonment not exceeding six months.

The president is empowered to employ United States soldiers "to prevent any obstruction or retardation" of the passage of the mail, or of interstate or foreign commerce.

Trade unionists are now asking: If railroad employes strike would some federal judge or a commander of a troop of United States soldiers, hold that when these workers quit their employment they obstruct or retard the passage of the mail or of commerce?

The president is further empowered, in "case of actual or threatened war, insurrection, or invasion, or any emergency requiring the transportation of troops," to seize telephone and telegraph lines, and any or all railroad lines and draft into the military service all employes who shall henceforth refuse to aid in the restraint imposed by the rules and articles of war.

Any employe who shall fail to present himself for duty on notification that he is drafted shall be fined not more than $1,000 or imprisoned not more than one year, or both, at the discretion of the court.

TO ORGANIZE MINERS.

Indianapolis, Feb. 10.—The international executive board of the United Mine Workers' union has inaugurated a vigorous organizing campaign in non-union districts, and has placed this work in charge of a permanent committee on organization.

In its first announcement the committee says:

"We have learned by bitter experience that to break down the barriers of organized opposition, and establish the principle of collective bargaining in regions where heretofore the law of the coal company alone has ruled supreme, is no light task, and we must have the support of every loyal member of our union to insure that the organization's success may be attained in the forthcoming campaign."

Cumberland, Md., Feb. 10.—United Mine Workers' union has opened a branch office in this city to direct an extensive organizing campaign throughout Maryland coal fields. Local unions have been established at practically every mine in the district. The campaign is being carried on by International Organizers Feeney, Diamond, Malone, Turnblazer and Bittner, who are holding large mass meetings in every mining center.

OPPOSE STATE COSSACKS.

Albany, N. Y., Feb. 10.—Officials of the state federation of labor are arousing trade unionism to the danger of a constabulary bill being passed at this session of the state legislature.

Advocates of the constabulary are pleading for "protection to the farmer." This is a fake, declares Thomas D. Fitzgerald, chairman of the legislative committee of the state federation of labor.

"The real reason the constabulary is wanted," he said, "is to break up a professional strikebreaking organization maintained at the expense of the state for the exclusive benefit of employers. Despite all the talk about the constabulary being wanted especially to prevent sheep thieving from the farmers, it is noticeable that the bill gives the constabulary the specific right to arrest without warrant, as did the bill introduced last year. This means that the state police can supercede the authority of all other officers of the state, as well as the courts."

STEREOTYPERS GAIN.

Omaha, Neb., Feb. 10.—The official magazine of the International Stereotypers and Electrotypers' union reports the following recent gains:

Columbus, Ohio—Wages of stereotypers increased $2.50 a week.

Pittsburg, Pa.—Electrotypers' union secured a three-years' contract. Wages are increased $1 a week immediately and a total of $2 a week during the life of the agreement.

Indianapolis—One-year agreement for electrotypers assures a minimum of $30 a week and increases of $1 a week for certain classes of work.

Nashville—Electrotypers and Electrotypers' union established a minimum wage scale of $25 a week for foremen and secured a one-year contract.

STRIKE TO ENFORCE STATE LAW.

Blaine, W. Va., Feb. 10.—A state law provides that checkweighmen shall be placed at the tipples. The purpose of this legislation is to assure miners pay for all coal mined and prohibit operators from robbing miners of wages.

When miners employed by the Smith Fuel company elected a checkweighman, to be paid by them, he was not allowed to go upon the tipple. After a three-days' strike the company withdrew its order and for the first time this district miners have a representative at the weighing of coal.

WOMEN'S 8-HOUR LAW OPPOSED.

St. Louis, Mo., Feb.—Officials of the Bemis Bag company oppose an eight-hour law for women. These business men say their machines are now speeded up to the limit and a reduction of hours would reduce production and put them at a disadvantage with competitors.

The effect of long hours on women is not considered.

SHOP MEN WANT MORE.

Silvis, Ill., Feb. 10.—The Rock Island Federated Trades has asked all affiliates to Division No. 1, A. F. of L. Railway Employes' Department, to vote on a wage increase of 25 per cent. This division includes all railroads west of Chicago.

ONLY STRONG UNIONS ENFORCE ARBITRATION

Chattanooga, Tenn., Feb. 10.—Editor of the Labor World agrees with Judge W. L. Frierson, in chancery court that the Typographical union should be congratulated because it has established the principle of arbitration with newspapers of this country.

The Labor World, however, has not forgotten trade union history, for he recalls the fact that only a few years ago the printers' union was forced to resort to strikes all over the United States to establish the eight-hour day in the job branch.

"The printers can afford to sign arbitration agreements," he says, "for the simple reason that they are well organized, have a strong treasury and can meet their employers on something near an equal footing.

"It has been the experience of all organizations that they must pass through a 'fighting' stage. In other words, capital has to be 'shown' before it is willing to arbitrate. It will not concede that there is anything to arbitrate, as a general proposition, until it has been properly 'licked.' The Typographical union seems to have passed this stage, but in the future, as in the past, this union will fight as strenuously as any other for the principles of organization, if the occasion arises. Comparison of arbitration, as known to the printers, and the experience of organizations struggling for existence is useless, as the cases are by no means parallel."

CHANGING TACK.

San Francisco, Feb. 10.—A "can't-strike" law has been introduced in the state legislature by a San Francisco lawmaker and the labor press howls.

"Beaten to a finish on the industrial field, the San Francisco Chamber of Commerce is now going to the courts to curb the progress of the workers toward social justice through legislation.

"It is the hope of this band of profit-mongers to induce the members of the present legislature to enact such repressive employers advantages over the organized workers which they already enjoy over the unorganized, and in that way break down the wage level to the starvation point. In spite of their handicaps the organized workers have been able in the past to force from the unwilling hands of employers improved working conditions and better pay. So now the greedy element among the employers in this state proposes to strike the hand that the toilers through the instrumentality of legislation.

"The advocates of this liberty-destroying piece of legislation are the same men who have always been heard to prate about 'Americanism,' but this is one of the most un-American laws ever proposed in any state in the union."

REGULAR UNION IS FAVORED.

Jacksonville, Fla., Feb. 10.—By a referendum vote of one man employed by the Atlantic Coast Line railroad these workers have decided to affiliate with the organization known as the Brotherhood of Railway Car Men, affiliated to the A. F. of L., in preference to the federation of railroad railroad.

There is a dual organization that claims to represent car men employed on the Atlantic Coast Line. The railroad officials refused to decide which organization was entitled to recognition by it in the conferences, but agreed to accept the result of a vote by the men as to which organization should represent them. Voting places were established at Savannah and Charleston, S. C., and this city. The canvas of the votes show that the men favor the boni fide organization.

LIABILITY COMPANIES HIT.

Columbus, Ohio, Feb. 10.—The state supreme court has unanimously ruled that under the workmen's compensation law private insurance companies can write such policies to safeguard employers that suits arising out of the "willful act" of the employer or from failure to observe lawful safety requirements. The decision is a hard blow to the casualty companies. It reverses a decision of state officials, two years ago, which permitted private companies to write liability insurance. The ruling has been contested by the state federation of labor, which has initiated a bill to drive the casualty companies out of the state. The court's decision has swept away practically all reason for opposition to this measure.

UNIONISTS MAY STATE FACTS.

Hammond, Ind., Feb. 10.—Because members of Painters' union No. 460 exercised their constitutional right to state facts to John Cohen was a non-union contractor, the latter started suit for $10,000 damages. He said he had lost several contracts. The union did not deny this statement, but it did insist that it has the right to inform the public of several concerns, and that it has the right to persuade the public from patronizing said unfair concerns.

A jury in the circuit court agreed with these common-sense views and dismissed the contractor's plea.

COSSACK CRAZE STRIKES OHIO.

Columbus, Ohio, Feb. 10.—Large employers of labor in this state are urging legislators to create a state constabulary. It is proposed that any employer with "apprehension" of an impending strike has sufficient reason for demanding that these cossacks be placed at his disposal.

In a circular issued to all affiliates, Secretary-Treasurer Donnelly of the state federation of labor, says:

"This is a very dangerous bill and every union should write their senators and representatives in opposition to it. Under the bill any employer with "apprehension" of an impending strike has sufficient reason for demanding that these cossacks be placed at his disposal.

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"This legislation, intended to deny workers the right to quit their employment is given this diplomatic title: "Legislation postponing interruption to railroad service until after investigation."

These business men insist that the public be represented by the majority of the members of boards of investigation.

ELECTRICIANS WINNING.

San Antonio, Tex., Feb. 10.—Several contractors have signed the union-electrical agreement and "electrical workers' union No. 60 and the solid line of opposition against these strikers has been broken.

HIGHER WAGES URGED.

Sacramento, Cal., Feb. 10.—A bill has been introduced in the state legislature that would increase wages of compositors, pressmen and bookbinders employed in the state printing office from $5 to $5.50 a day.

PRINTERS RAISE WAGES.

Joplin, Mo., Feb. 10.—Joplin Typographical union has signed a three-years' contract that carries with it increased wages and a 44-hour week for book and job printers and $4.25 for paper hangers, proved working conditions.

COLORADO CITIZENS URGE SOCIAL IDEALS

Denver, Feb. 10.—Organized labor's claim that its agitation for justice finally permeates every stratum of society is again proven in a remarkable declaration signed by 11 of Colorado's prominent citizens and presented to Governor Gunter as a suggested policy program.

The bitterness that marked the social, industrial and political life of this state during the recent coal miners' strike, is ignored by these forward-looking men, who declare:

"Never before has a generation of men been better supplied with the signs of its own progress. We can stand still if we would."

"Tending to impose industrial servitude," is the term applied to the statute law which prohibits strikes for 20 days. The workers' criticism of this law is approved, and the governor is urged to favor its repeal.

The unqualified right of workers to organize is upheld in general, as is the theory of collective bargaining, both of which should be supported by public opinion.

Another recommendation provides for the representation of labor, by its own selection, in the board of directors of every industrial corporation employing a given number of workers, whereby such workers shall be represented in the board of management, thus introducing the principle of democracy into industry.

Other suggestions include:

Clear constitutional and statutory provisions against unreasonable searches, seizures and suspension of the writ of habeas corpus, and rejection of the military authority to the civil power; constitutional assertion that the legislature has and alone has the power to suspend the writ of habeas corpus in all times of public peril; vocational education for children under 16 years of age; abolishment of the fee system; free text books; stringent laws prohibiting child labor and regulating women workers; prevention of industrial combinations and direct legislation acts; legislation beneficial to the farmer; unemployment problem to be referred to a state commission with power to develop and conserve the natural resources of the state and to provide ways and means of furnishing employment to all willing workers.

The document is signed by State Supreme Court Justice Tully Scott; William H. Malone, former law partner of United States Senator Shafroth; Judge Ben B. Lindsey of the juvenile court; Harry S. Silver, United States district attorney; E. P. Costigan, twice a candidate for governor on the Progressive ticket, and other citizens equally prominent.

OPPOSE 8-HOUR LAW CHANGE.

Washington, Feb. 10.—President Gompers has written Speaker Clark of the house of representatives calling attention to that section of the general deficiency act of 1893 which provides that this act may be waived "in case of extraordinary emergency."

Because the appropriations which, while the house was considering the naval appropriations bill, President Gompers asserts, the legislative members of the house did not recall this provision when they urged a speeding up of ship building.

President Gompers says that "a state of war or possibly impending war is an emergency contemplated by the act, and that the government has ample power in the premises.

"Should the congress insist upon repealing the eight-hour law when, as it have shown, there is no necessity for it, after the existing emergency shall have disappeared, it will require all the work to be gone over again to secure the enactment of an eight-hour law."

ANOTHER EIGHT-HOUR VICTORY.

San Francisco, Feb. 10.—Housesmiths and Architectural Iron Workers' unions have won their fight for an eight-hour day, despite the opposition of leading employers and the chamber of commerce. The shorter workday was to go into effect last July, but the bosses locked out their employes. Later four of these withdrew their opposition but the remaining six have continued the eight-hours was "not practical."

President P. H. McCarthy of the state building trades council arranged a conference with these employers and this resolution was unanimously adopted:

"That the eight-hour day shall go into effect the first of February, 1917, and that all objection be withdrawn from the shops involved is withdrawn."

DEFENDS UNIONISM.

Battle Creek, Mich., Feb. 10.—Several manufacturers of this city have locked out their employes because of an eight-hour agitation, and the press of this country has proved the right to hold in contempt an effort upon the part of organized labor to appeal for a better method to live? It's all a mistake."

"This newspaper is attempting to break down the prejudice against trade unionism that was created by the late Post, of Citizen's Alliance fame.

FAVOR "CAN'T-STRIKE" LAW.

Washington, Feb. 10.—At the fifth annual convention of the Chamber of Commerce of the United States it was announced that a proposed "can't-strike" law, which had been submitted to affiliated organizations for a referendum vote, has been approved.

This legislation, intended to deny workers the right to quit their employment is given this diplomatic title: "Legislation postponing interruption to railroad service until after investigation."

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GOMPERS CABLES LEGIEN.

Washington, Feb. 10. — When President Wilson announced that he had severed diplomatic relations with Germany, President Gompers cabled this message to Carl Legien, president of the General Federation of Trade Unions of Germany:

"Legien, Berlin—Can't you prevail upon German government to avoid break with United States and thereby prevent universal conflict?"

Labor's plea when relations between Mexico and the United States had almost reached the breaking point, President Gompers addressed this message to Don Carranza, chief of the Mexican government:

"In the name of common justice and humanity, in the interest of a better understanding between the peoples and the governments of the United States and Mexico, for the purpose of giving the opportunity to maintain peace and avoid the horrors of war, upon the grounds of highest patriotism and love, I appeal to you to release the American soldiers held by your officers in Chihuahua."

TO END CAR SHORTAGE.

New York, Feb. 10.—Threats by the railroads to embargo all freight shipments because of their failure to relieve the car shortage has brought results.

Last week 28 presidents and general managers, at a meeting in this city, found themselves face to face with chaos of road, by the most severe penalties on record, to end as quickly as possible present conditions.

By the new agreement a penalty of $5 a day a car is assessed by the companies' organization, the American Railway Association, against any road diverging a car. This penalty is in addition to other road. Failure to pay the penalty in a certain time increases the sum to $10 a car. The penalty is in addition to the per diem charge of 45 cents to $1.25 a day for use of freight cars.

The new agreement was agreed to on the last day of the time limit set by the government's notice to the roads that efficiency must be shown in handling the freight car question.

TEAMSTERS MAKE GAINS.

Chicago, Feb. 10.—Teamsters' union No. 731 has secured a contract that will run for two years and eight months. Wages are increased 5 cents a day, with time and one-half for overtime, Sundays and holidays. The increases mean $2.80 a day for drivers and drivers and 13 for wreck wagon drivers.

Lynn, Mass., Feb. 10.—Coal wagon drivers have secured a weekly increase of 12 and 5 cents an hour increase for overtime. Only union teamsters will be employed.

Newark, N. J., Feb. 10.—Teamsters' unions Nos. 457 and 478 have increased wages $1 a week under a signed agreement with the Team Owners' association.

LAND SHARKS BLAMED.

San Francisco, Feb. 10.—High cost of land in the business section is responsible for drawbacks of San Francisco's manufacturing plants, E. B. M. Rastall told his address to the local Labor Council.

Rastall is a manufacturing expert and is investigating conditions for the chamber of commerce. This organization has made insistent claims that high wages is the cause for industrial backwardness. Dr. Rastall told the unionists that high wages were not the cause, but reflected manufacturing costs and that this city does not suffer in comparison with other cities where the wage rates are lower and hours longer.

OPPOSE OVERTIME BILL.

Albany, N. Y., Feb. 10.—Trade unionists are opposing the Bewley overtime bill, introduced in the state legislature, which would authorize the state industrial commission to permit persons over 18 to work unlimited overtime in making any line lessee-operated by railroads or of machinery. The workers declare that the bill puts a premium on continuous inefficiency in the operation of machinery and would open the way for all sorts of violations of the women's 54-hour law.

FIREMEN RAISE WAGES.

Taunton, Mass., Feb. 10.—Stationary Firemen's union No. 305 has raised wages $1.50 a week. Before this local was organized, two years ago, stationary firemen were working 12 and 13 hours a day for $11 and $13 a week. Today the lowest paid is $24 for a week of six days, eight hours a day.

The firemen are asking their unorganized fellow workers where they could get returns like these outside the union, on an investment of 75 cents a month.

WHY COSSACKS ARE WANTED.

New York, Feb. 10.—"It has been a gross waste to call out a regiment or a separate company of militia to unfamiliar duties and conditions in the strike area of the rural constable. It was bad for the militia. It was bad for the strikers," says the New York World in urging the legislature to create a state constabulary.

Most advocates of the state constabulary are not so frank as the World. "Protect the farmers" is the popular cry.

COULD REDEEM MARSH LAND.

Trenton, N. J., Feb. 10.—Nearly 300,000 acres of marsh land along the New Jersey coast could be redeemed by prison labor at a cost of $30 an acre, Dr. Jacob Lipman, agricultural expert of Rutgers college, told a commission that is investigating conditions in the state prisons.

The witness stated that this land is now taxed 75 cents an acre, but if it was drained its value would be $200 an acre.

WORKERS' INSURANCE PAYS.

Cleveland, Ohio, Feb. 10.—The Locomotive Engineers' Mutual Life and Accident Insurance association, conducted by the Brotherhood of Locomotive Engineers, protects its members at a less cost than other companies, reports the general Secretary-Treasurer Richards.

"With the close of the last year the association had a total membership of 65,040 with a treasury balance of $726,625.37.

PROFIT IN CONVICT LABOR.

Trenton, N. J., Feb. 10.—At an investigation of prison conditions in this state it was brought out that when the prison department hires out a convict to its road department, it charges $1.65 a day for him, and when the prison department hires out a convict to a private contractor, the rate is 35 cents a day.

EIGHT-HOUR LAW UNDECIDED.

Washington, Feb. 10.—The United States supreme court has reserved its decision until after Monday the case of Kansas law test case.

TALK BUT NO ACTION BY JOHN D'S "UNION"

Trinidad, Col., Feb. 10.—The recent meeting of the Rockefeller "union" at Bernheim has aroused the contempt of workers who have glorified this "solution" of differences between capitalists and laborers.

The reason for this lack of publicity is shown in the following account of the meeting, furnished to the Denver Labor Press by a miner who signs himself "One Who Was There":

"The meeting was presided over by Mr. Welborn. Mr. Welborn is president of the Colorado Fuel and Iron company. Mr. Hicks acted as secretary. Mr. Hicks is a sociological worker, whatever that is. Committees were elected on industrial cooperation, safety and accidents, sanitation and health, and recreation and education.

There was no committee elected to consider wages and conditions of labor.

"A grievance was presented wherein the miners complained that their picks were not properly sharpened and that they were burned, and they asked that their picks be sharpened at the proper time. The officials said they had been sharpening the picks at all times during the day for the accommodation of the miners, and if they were not satisfied they would wait until after the picks came out of the mine before they would sharpen any of them.

"The miners presented a grievance wherein they wanted pay for overtime for taking the mules from the barn to the mine. The drivers claimed that it took from one hour to one hour and a half to take the mules to the mine. The company takes the mules from the mine to the barn. When this grievance was presented, Mr. Welborn expressed himself as being disgusted with this question coming up, and said if they were not satisfied they would go back to the old method, when the drivers had to take the mules to and from the barn on their own time.

"This being all the business that came before the meeting, they adjourned until 1:30 p. m. Afternoon. The miners asked to ask for a 5 per cent advance in wages but he was afraid if he did, they would get a 10 per cent reduction."

COSTLY TELEPHONE STRIKE.

Toledo, Ohio, Feb. 10.—When the Home Telephone company discharged active members of the newly-formed Telephone Operators' union it was the first step on the road to possible bankruptcy. It has been shown that the wages of these girls averaged $6 and $7 a week. The Electrical Workers' union struck in sympathy and the Home company have distinguished itself by continued their telephone service. Large numbers of the company's imported strikebreakers have been arrested by the police.

It has been discovered that the company has installed the streets illegally and that it has not paid its pole rentals. The unionists are demanding that the company be ousted. Otherwise carried the fight into the common council. Not one penny of the Home's profits are going to the local Labor Council.

Public speaker, industrial expert and is investigating conditions for the chamber of commerce. This organization has made insistent claims that high wages is the cause for industrial backwardness. Dr. Rastall told the unionists that high wages were not the cause, but reflected manufacturing costs and that this city does not suffer in comparison with other cities where the wage rates are lower and hours longer.

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WAGE BONUS SYSTEM DEVOID OF JUSTICE

Cincinnati, Feb. 10.—Workers in the clerical departments of railroads do not receive bonuses based on "a percentage of the high cost of living." They want justice, says the Railway Clerk, official magazine of the Brotherhood of Railway Clerks.

Only by organizing, as the engineers, the firemen, the conductors, the trainmen, the operators, the switchmen and the shopmen have they won the bonuses service men hope to secure a square deal from the officials," continues this magazine.

"Furthermore, the bonus guarantees you nothing as to the future. You may receive $150 on your salary this year and be the victim of a 10 per cent reduction in wages next year. Only by banding together for the protection and advancement of mutual interests can real justice and recognition of services rendered be obtained and only such action as is based on the principle of collective bargaining will prove permanent benefits.

"We also have heard a great deal recently about so-called voluntary increases that certain roads have granted to their clerical and station employes. The individual who believes, in this twentieth century, that any corporation is granting voluntary increases without pressure in the rank and file—in the way of money, voluntarily, needs to have himself examined for lack of brain matter. Will street, the gentlemen who really control the railroads, are not allowing any loose change to get into your pocketbooks unless they have a good reason for doing so. At the present time railroad members are putting a run for their money from our brothers in the train and engine service, and in order to meet the demands of the rank and file men in the most effective manner they find it advantageous to endeavor to placate the disorganized unorganized employes, who, by reason of the fight being made by the four "big" brotherhoods, are beginning to wake up to the necessity for organization themselves. The railroad officials are in fact in an effort to impress their unorganized forces with the fact that the train service men are receiving all that they can get and are generous, they give you a 'voluntary' (?) increase of 5 per cent."

ACTIVE IN BIRMINGHAM.

Birmingham, Ala., Feb. 10.—Meat cutters and butcher workmen have perfected a strong organization which is already recognized by six employers. It is agreed that no strike shall take place for six months.

Garment workers have raised wages 10 per cent as a result of conferences.

The Typographical union has secured a three-years' contract with wage increases of $2 a week. Every shop but two are unionized.

After a week's strike metal trades employes of the United States Cast Iron Pipe and Foundry company have secured substantial wage increases.

Painters and paper hangers are negotiating for a new contract. The former are asking for an increase of 5 cents an hour. The paper hangers' scale is on a piece work basis.

Officials of United Mine Workers' union are busy at Stark and Walker, Ala., from Kentucky, because of strikes. Newspapers in this city are giving publicity to the disputes. Unheard of is this unusual procedure is because there is a scarcity of unorganized labor in Birmingham.

The railroad train service employes are working in entire accord with the trade union movement.

BOILER MAKERS' FINE REPORT.

Kansas City, Kan., Feb. 10.—Last week the Brotherhood of Boiler Makers and Iron Ship Builders chartered locals in Kansas City and Lewiston, Idaho. In a bulletin issued by the brotherhood it is stated:

"For the month of January, 1917, was the best month our brotherhood has experienced since it was organized. From indications in all parts of the country, opportunities for organization, establishing working conditions and increased wages was never better in the history of our country and it bids fair to continue that way for an indefinite period."

CHICAGO COOPERS AWAKE.

Chicago, Feb. 10.—Organized coopers in this city are conducting an organizing campaign among the unorganized workers in the trade. Officials of the Coopers' union, A. F. of L. organizer's are assisting in connection with their organizing campaign among boiler workers. Since the strike of 1904 the packers have destroyed organization in the stock yards district and wages were never better in the history of our country and it bids fair to continue that way for an indefinite period."

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Chicago, Feb. 10.—Organized coopers in this city are conducting an organizing campaign among the unorganized workers in the trade. Officials of the Coopers' union, A. F. of L. organizer's are assisting in connection with their organizing campaign among boiler workers. Since the strike of 1904 the packers have destroyed organization in the stock yards district and wages were never better in the history of our country and it bids fair to continue that way for an indefinite period."

CHEAP SUMMER HOMES.

Washington, Feb. 10.—The senate has passed the summer residence homesteads act which permits citizens to secure 10 acres of land in Alaska and three acres of ble lands at a cost of $1.25 an acre after a residence thereon of not less than two months each summer for three years. During this time a habitable summer dwelling and other improvements, to the value of $100, must be made. If the land lies within a national forest the timber on it must be appraised, the selling timber to be cut to erect the dwelling and for fire wood.

SHIRT MAKERS WINNING.

New York, Feb. 10.—Over three-fourths of the shirt makers who struck January 10 last for better conditions have returned to work. They have won the 50-hour week, increases for day workers of $1 and $1.50 a week, and 10 to 15 per cent for piece workers. These employes are members of the United Garment Workers' union.

FARMERS GREET UNIONISTS.

Salem, Ore., Feb. 10.—At the fourteenth annual convention of the state federation of labor President Brown, of the Farmers' union, assured the delegates that the farmers' organization is in accord with legislation desired by the industrial workers. Fraternal Delegate Lee, of the state grange, spoke along similar lines.

BARBERS REDUCE HOURS.

Toledo, Ohio, Feb. 10.—Union barbers will work nine hours a day, as the result of an agreement with employers. Hereafter the workday will be from 7:30 a. m. to 5:30 p. m. Saturday the closing hour will be 9 instead of 10 o'clock.

NECKTIE WORKERS STRIKE.

San Francisco, Feb. 10.—Cutters employed by a local necktie company are on strike for higher wages. They now realize the need for trade unionism and have asked the Labor Council to secure an A. F. of L. charter for them.

RESTAURANTS UNIONIZED.

Belleville, Ill., Feb. 10.—The Waiters' union of East St. Louis, Ill., has secured agreements with Belleville restaurants granting the following changes: Hours of 36 a week and a 10-hour work day.

DOCK BUILDERS ORGANIZE.

Toledo, Ohio, Feb. 10.—Pile drivers, dock and river builders have organized and are chartered by the Brotherhood of Carpenters.

MANY CONVICTS INSANE.

Trenton, N. J., Feb. 10.—Fully 25 per cent of the men committed to state prison here are insane, testified Dr. Henry A. Cotton, medical director of the state hospital, before a prison inquiry commission.

VOTING ON WAGE INCREASES.

San Francisco, Feb. 10.—The Bay County District Council of Carpenters has submitted to a referendum vote a new wage scale that will increase rates from $5 to $5.60 a day.

IMMIGRATION BILL ENACTED OVER VETO

Washington, Feb. 10.—By a vote of 62 to 19 the senate, on Monday, Feb. 5, passed the immigration restriction bill over the president's veto.

The house rejected the president's veto February 1 by a vote of 287 to 106, or 36 more than the necessary two-thirds vote.

This action by both houses means that the immigration bill becomes a law, despite the president's veto, and ends organized labor's 20 years' fight to have the government check an unrestricted immigration that trusts and large corporations have used to reduce American living standards. In defending the literacy test, Senator Hardwick said:

"It is a challenge thing to me—yes, it is more than passing strange—that members of this body and people out of it, distinguished men of high public position, skilled in all the polemics of controversial discussion, should undertake to object to literacy as a test in a matter of this sort when upon that same test rests almost every American institution and the laws of three-fourths of the American commonwealths. Are we to establish a new dispensation on this subject? Are we to reverse American policies? Are we to say to thirty-odd commonwealths of the American union that we mistaken when you said that your every people ought at least to be able to read and write before they can vote, either theoretically or practically, in your state? The bill rests on the soundest and most elementary principles, the right of a great people and a great nation to establish its own standards and to exclude those who do not come up to them. We have limited simply because the sovereign says so not."

The rejection of a presidential veto by congress is a most unusual, there being only 30 instances in the entire history of the United States. During the last 35 years there have been but five vetoes, the present one. President Taft's veto of the Webb-Kenyon interstate commerce law is the most prominent. The veto of a bill to extend the building of a dam on the Rainy river in Minnesota, President Cleveland's veto of a pension bill and President Arthur's veto of a river and harbor bill.

PACIFIC MAIL MAKING MONEY.

San Francisco, Feb. 10.—"A New York dispatch announces that the 'reborn' Pacific Mail Steamship company is meeting with such great success that orders will shortly be placed for several more ships," writes Editor Harry of the Star. "It will be remembered that the Pacific Mail 'retired' by selling off a lot of antiquated vessels at a time when their sale value prior to the breaking out of the European war. The announcement was made that the 'seasoned ships' had been 'driven them from the sea,' but it was disclosed that the ships had been purchased by an American company for the purpose of under the provisions of that same seamen's bill.

"Then the Pacific Mail corporation has bought more ships and is making money hand over fist. Such a story sounds like a fairy tale. The explanation given of the success of the reorganized company must be somewhat humiliating to the Wilson administration. A sharp reduction in the operating expenses and a depreciation. The fact would, it is stated, are much better adapted to the trade they are operated in, and they burn oil, which is now very cheap. Really, the simple explanation of the 'failure' of the old Pacific Mail was neither the passage of the seamen's bill nor the barring from the Panama canal of railroad-owned vessels, either would seem to be contained in the expressive term 'dry rot.'"

PROBES WOULD-BE FRUITLESS.

Cleveland, Ohio, Feb. 10.—An investigation of the eight-hour demand of railroad train service employes, so much desired by "can't-strike" advocates, will prove nothing, according to Trainmen, official magazine of the Brotherhood of Railroad Trainmen.

"The basic hour now is 100 miles for 10 hours and the employes say that eight hours can be made if freight trains are speeded up to 12½ miles an hour.

"The fact that the requested speed basis is in operation on many roads, as shown by Railroad Trainman, "and according to the statements of the western railroads, under date of Dec. 25 a year ago, their through freight business is carried on at the same speed basis, answers that contention; while the statements of the railroads answer their inability to pay. Just how much more than they already is not known is not easily realized."

RAILROAD EARNS BIG MONEY.

San Francisco, Feb. 15.—The opposition of the Southern Pacific railroad to the eight-hour demand of railroad train service employes has not affected its earning capacity. A report just issued it is shown that the road's earnings reached these remarkable figures:

Last December in operating revenues, $15,396,823, an increase of $2,623,695 over the same period of last year.

For the year ending at closing with December 31 last, $90,830,556, an increase of $20,738,124.

In December in railway operating income, $5,686,903, an increase of $73,055.

For the twelve months in railway operating incomes, $21,586,005, an increase of $2,313,228.

OPPOSE REAL INDEPENDENCE.

Portland, Ore., Feb. 16.—The local chamber of commerce has urging state representatives to favor an anti-picketing law, but the Central Labor Council and the Oregon Labor Press, published in this city, says it is noticeable how anxious these business men are to have legislation for the workers and how opposed they are to their ever organizing and doing things for themselves.

"They ask for the passage of the bill, but do not mention the fact that in Portland there has been any wrongful acts committed that cannot be punished under existing laws. They have only their great fear that there would or something happen in the future," says this paper.

COOPERS WANT NINE-HOUR DAY.

St. Louis, Mo., Feb. 10.—The St. Louis Cooperage company has refused a nine-hour day and 25 cents an hour to its coopers and has posted notices that it will suspended work. The company favors a 10-hour day and 22½ cents an hour and non-union shop. Former conditions were 10 hours at 25 cents an hour.

ENTICE NEGROES TO OHIO.

Columbus, Ohio, Feb. 10.—Eight negroes complained to the police that they and 30 other negroes have been enticed to this city on the promise of work and high wages. They blamed their troubles on an employment agency.